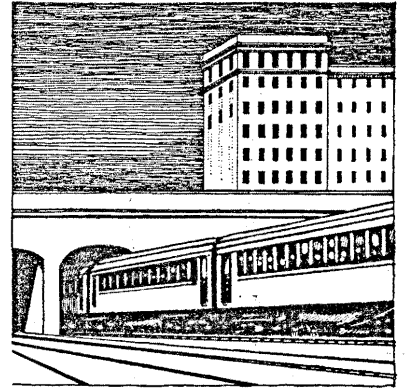
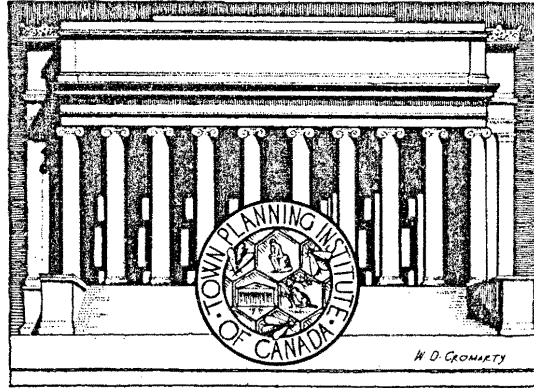


THE JOURNAL



TOWN PLANNING INSTITUTE OF CANADA.

VOL. I

OTTAWA, NOVEMBER 1922

NO. 12

WHY IS TOWN PLANNING ?

ADDRESS BY NOULAN CAUCHON

Ontario Town Planning and Housing Association Convention,
Toronto, 17-18 October, 1922

The industrial revival of the eighteenth century in Europe and its reflex elsewhere started the movement of populations from the country to the towns. A century and a half of this unrestrained and unregulated migration engendered overcrowding in cities—the slum and its atrocious living conditions. The resultant cumulative human deterioration incident to industrial predatory culture has afflicted all “civilized” nations.

The Italian historian Ferrero, in his work “Ancient Rome and Modern America” advances the view that:

The disease which killed the Roman Empire was, in fact, excessive urbanisation. Neither the attacks of barbarism from outside, nor those of Christianity from within, would have prevailed against its might and its massive weight, if the strength of the colossus had not been already undermined by this internal cancer. But, slowly and steadily, the disease had spread through the trunk of the Empire, and had attacked its most vital organs one after the other, fostered on its deadly errand by wealth, peace, art, literature, culture, religion, all the blessings which men most long for and most prize.

We must therefore realize that the phenomena of overcrowding in cities, which are the direct cause of

our slums, are but the recurrence of human evils due to and fostered by the excessive urbanisation of which we are sometimes so inordinately proud. There may, however, be some dramatic shock in the realization that this was the disease which killed the Roman Empire.

The great war forced upon peoples a stocktaking of their units of production and of their efficiency—of an appraisal of their “ways and means” in equivalents of racial survival. The general scaling of average efficiency at the outbreak of the war was a sad revelation to leaders of action—though less so to leaders of thought. It was discovered in all countries that the average efficiency of those liable to service was astonishingly low. In Germany the physically fit drawn from the cities was not more than twenty per cent whilst those physically fit conscripted in the country districts reached eighty per cent. This fact is believed by many persons to have had great influence in Germany in bringing on the war since the authorities saw that their peak of human efficiency in the cities was so manifestly declining.

Now national—racial—recuperation and reconstruction are dependent upon stamina and efficiency—a resultant of heredity, environment and education. You can do little toward control of heredity. The transmission of acquired characteristics is one of the great contentious subjects among biologists. With regard to environment and education, however, our responsibility is very heavy.

The problem is one of biological equivalents—of a larger formula of social biology—of providing the environment in which the species—toiling man—can thrive physically and mentally. I have coined

the phrase "social biology" to convey the idea that the life processes of a community are but the collective life processes of individuals. It is important that we dispossess ourselves of the popular idea that a community is an abstract entity. A community is the collective life of the individual, subject to the same organic laws and reacting upon its environment in the same fashion. In other words, the individual is an organism for the maintenance of individual life and the community is a collection of these organisms functioning for the maintenance of community life.

The fundamental laws of nature, ultimate economics override and eventually confuse all artificial dispositions. We must squarely face and balance the thrust of modern over-industrialism. If a country allows itself to be over-industrialized, that is, if its industrial production (with the resultant drawing of its population to the city) exceeds the capacity of its agricultural population to maintain it then the distress of malnutrition begins to manifest itself in the community.

The business of a community cannot long endure upon a population ill fed, ill housed, ill developed. Good human living conditions are a requisite of efficient production. Civilization cannot thrive nor even survive upon commercial cannibalism. The term "commercial cannibalism" may seem harsh but the difference of commercial cannibalism from the historical variety is really one of degree and not of kind. The proverbial South-sea islander caught his missionary and cooked him whole by a rapid process. Those to-day who live upon the human deterioration of their fellows but duplicate the method of cannibalism only by a slower process.

Let us recognize and stress the fact that the soundest business economics demand healthy living conditions for efficient production.

In social biology the earliest distress is congestion.

The elemental function of town planning is to eliminate, better, to obviate, congestion—to secure the access of air, oxygen—and of the rays of the sun—heat, light and the chemical health giving action of its invisible rays. The fires of life are maintained by the chemical reaction producing heat. Ordinary food produces heat in the human furnace. Equally indispensable is oxygen to fan the flame and the composite rays of the sun to combat deterioration. Solar action and air are indispensable as elements of human food.

Few seem to realize that in order to consume the food we eat oxygen and the ultra violet rays of the sun (the invisible X-rays contained in the solar beam) are indispensable elements in the process of human nutrition. They are just as elemental com-

ponents of man's food and life's processes as the bread and butter or the meat we see ourselves eating. It is well known that the British prisoners died in the historic Black Hole of Calcutta through the absence of all air. In our modern slums, but a variation in degree from the Black Hole of Calcutta, we similarly extinguish the life of our people although by a slower form of torture.

The sun's illumination is only one among the many beneficent properties of solar rays.

The crux of town planning is in obviating congestion—wherein streets are planned in relation to a free circulation of traffic and the bulk of buildings is limited in relation to a circulation of air and access of solar rays; dispositions, provisions and restrictions summarized in zoning. This scientific view of the question when recognized by our authorities will dispel the popular illusion that town planning and housing and the various regulations for obtaining access of air and solar rays to human dwellings are aesthetic whims. When men come to realize that the regulations suggested are really means to the maintenance of healthy human life all opposition to them will surely disappear and they will be welcomed as we welcome to-day the ordinary sanitary regulations which a generation ago were looked upon as the artistic whims of cleanliness.

My formula for environment and social nutrition is replete with transportation, obviating—forestalling—congestion and providing sunny housing to afford progression in health and well-being.

May I urge that initial provision be made, as costing relatively little, for the eventual fulness of transportation so that congestion may be obviated in the progression of time rather than be allowed to arise as a distress cumulative in suffering and debasement to extort costly elimination as the price of a scarred survival. When cities like Toronto, Hamilton, London, Montreal and Ottawa allow congestion to arise through lack of easy circulation they have to bear the burden of distress and disease until the evil has become great enough to justify the earning power on the millions of dollars required to build underground transportation.

It is far better and infinitely cheaper to provide the wide avenues and rapid transit in the beginning in order that our cities may grow free of congestion. The time will come when the neglect of this foresight will lead to a civic condition well-nigh suicidal both socially and financially.

The philosophy of town planning is a simple gospel of social regeneration. Town planning as a science and an art is the technique of sociology. Modern society is far advanced in social service work but this itself is largely an attempt to redeem the errors of the past in town and city building.

The community has yet to realize that town planning is social service as a preventive measure for social evil. However proud we may be of our hospitals, asylums and jails we should realize that their bigness is not a measure of civic greatness but rather of our neglect of social organization.

Having satisfied ourselves of the economic and social value of town planning as an agency of environment and of nutrition shall we fail to grasp its potentialities for mental and spiritual expansion?

The record of our being and doing is expressed in our institutions and in our art. "Man cannot live by bread alone." If the race in its survival is to progress rather than regress it must be afforded the opportunity of developing mentally, morally and socially, which is only possible upon a foundation of health and well-being, of proper social nutrition. In that vast regenerative wisdom that is moving our captains of industry to recognize the fact that the human energy which produces their wealth must be nurtured on a better principle than "the survival of the fittest" we see infinite promise for the better organization of industrial life.

In the conquering days of Rome, when slaves were cheap they were used with no regard for their health but the days came when the depletion of the slave market brought its obvious lesson to their owners. Heretofore the ordinary business outlook upon the labour market has been that of pre-Augustan-Rome. More enlightened views are permeating the business world, as is abundantly indicated by the extensive welfare work that is becoming an adjunct to all great industrial undertakings.

That town planning, which is regenerative of existing congestion and obviates it for the future will give us freedom of expression in our monuments, our institutions and ourselves.

The energy essential to the fulfilment of our civilization at grips with other cultures can only arise where the exercise of freedom bestows the grace of health and happiness.

CREDIT WHERE CREDIT IS DUE

By H. L. SEYMOUR

Member of the Town Planning Institute of Canada

It has been stated that the development of most of our towns and cities has not suffered from want of planning, but from the fact that the planning has been done by the real estate man instead of the town planner. The distinction between the real estate planner and the town planner, it has been claimed, is that the former is planning, as a rule, a comparatively small area for his own profit and op-

posed to the town planner who is supposed to have a much wider view of the problem.

The writer believes that the experience in this and other countries is sufficient to show that the real estate planner's interests can be best served when he adopts town planning principles and that on the other hand the town planner may not be unwise to consult those familiar with property values and development as ordinarily carried out. It must, however, be admitted that there is evidence to show that the real estate planner is not always planning to the best advantage of the community and for future development. It is felt, therefore, that all the more credit is due to those who are impressed with the spirit of modern planning.

A case in point is that of the subdivision of "Donwoods" illustrated in the accompanying figures, Mr. H. R. Douglas, of Toronto, being responsible for the development. The area, as shown, was bought for the purpose of subdivision into lots for the erection of residences. Other methods of subdivision might have been adopted that would have given a greater number of lots but the subdivision as planned it is submitted, best suits the ground and gives really delightful home sites.

While Mr. Douglas consulted the writer in connection with this work, he personally inspected each lot after it was temporarily staked and frequently changed the location of lots, sometimes only by a matter of inches, in an endeavour to get what he considered the best possible result, having in mind the buildings that were to be erected. Carried out in this way the surveys and engineering were far in excess of what they would have been in the ordinary case, but the results undoubtedly justify the extra expenditure.

The topography was carefully considered in every case. Donwoods drive, which was known originally as Old Yonge street was already graded but considerable grading was necessary on Ivor road. Allowance was made for the widening of Yonge street and planting was carried out by Mr. Douglas along this strip as an aid in the beautification of this already picturesque spot, with its high and low areas, a river valley, trees and open spaces.

The building restrictions are as follows:

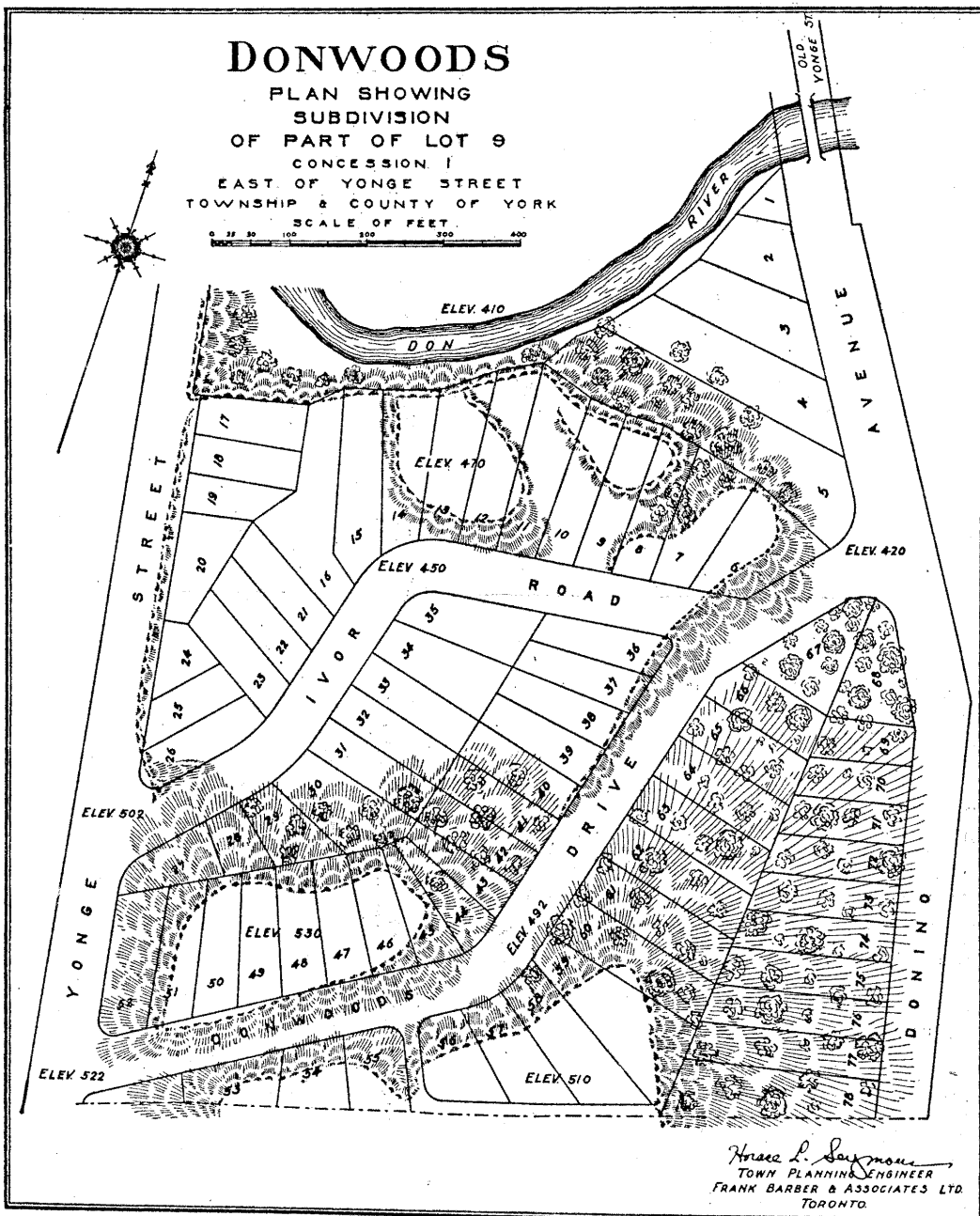
Not less than fifty feet to each dwelling house, the cost of which to be not less than \$4,500 to \$6,000 depending on the location; but most important, the plan of each house to be approved by an architect appointed for that purpose.

Houses must be constructed of brick, stone, tile, etc. up to top of first storey, above which cement plaster on metal lath or shingles may be used.

The building line is established thirty feet from

the street line for the main wall of buildings with no projections permitted within twenty feet of the street line. The restrictions from side line of lots will result in the buildings, when erected, being at

town planning engineer or surveyor and a man with real estate experience, the latter preferably though not necessarily correlating and co-ordinating the work of these three. Mr. Douglas believes that all town



least from eight to ten feet apart, and ordinarily about twice that amount.

As a result of his experience, Mr. Douglas has come to the conclusion that in the development of property there should be retained an architect, a

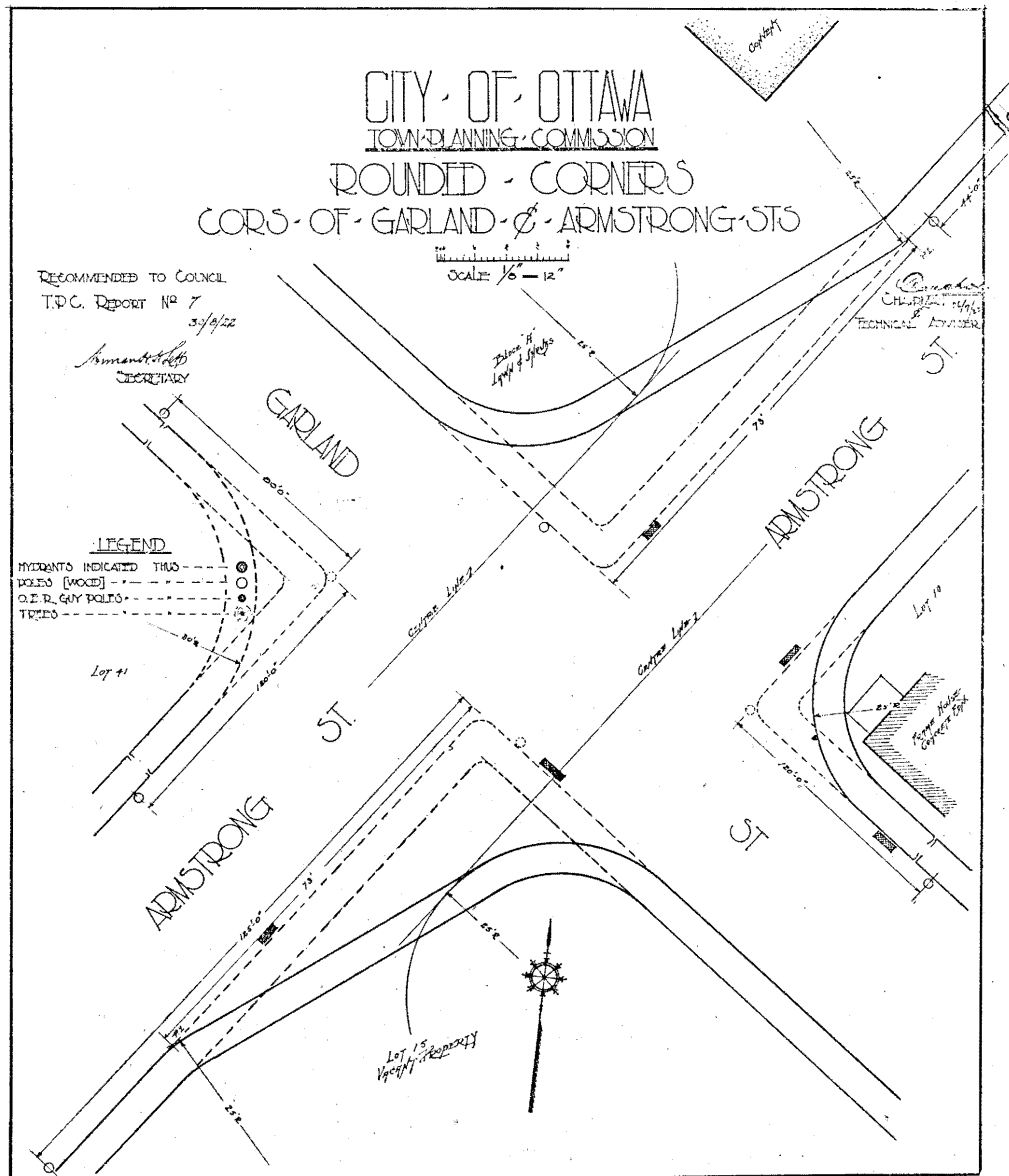
planning must be judged by the marketable results. This of course is essentially sound as real town planning means economy as well as better health and social conditions.

STREET CORNERS

BY NOULAN CAUCHAN

The philosophy of rounding street corners lies in the obvious fact that the advent of the motor car and especially the motor truck, with its length of wheel base, demands more room for turning at street corners than was needed by the old horse-drawn vehicle. The sharp corners inherited from previous street planning are an impediment to the

into which it has turned which lies between the vehicle and the curb, at least for some distance. This movement has the disadvantage of embarrassing and delaying the traffic coming in the same direction. Moreover in turning into narrow streets under the adverse condition of sharp corners right-hand traffic has to go over into the path of the traffic



effective use of street widths. A motor truck coming to one of these sharp corners in turning, let us say, to the right into a cross street has to go past the corner a considerable distance on a curve before it can get back parallel to the street into which it has turned. This means that the truck cannot avail itself of that portion of the width of the street

coming against it. By rounding the corners on a minimum radius of 25 feet (or more, if possible), facilities are afforded the motor to hug the curve in turning to the right into another street and thus occupying only its legitimate unit of width in traffic movement.

In rounding corners to a minimum curve radius

of 25 feet where the sidewalks are of normal width, encroachment upon private property at the corners is necessary. It is usually sufficient to take a radius of 15 feet—that is, 49 square feet of property. The improvement of rounding such a corner is usually equivalent to a gain of about 10 feet in the effective width on that side of the street where traffic is turning to the right. To get this equivalent of 10 feet extra width, without rounding the corners, would entail the purchase of a strip 10 feet wide along the frontages of the block which would, of course, be many times more expensive in property damage than the expense involved in rounding the corners.

Three cuts are here shown illustrating the principle adopted in rounding corners in Ottawa where the more abnormal condition of "offsets" exists. In the case of Garland and Armstrong streets the heavy traffic of Armstrong, though not unduly hampered by the cross traffic of Garland street, creates an exceedingly dangerous intersection. The principle followed where the offset does not exceed the street width is to project the centre line on each street into the property facing it; then round off the opposing property on a radius of 25 feet from the left approach to the centre line for about 90

degrees of the circle and then tangent for the balance of the distance up to about two or three times the width of the street, if a narrow one, or somewhat less if a broad one. The distance to which the tangent may be carried is a matter governed by expense and reasonable limit in encroachment upon succeeding private ownerships and consequent expense in destruction and damages. It follows, as can easily be seen from the diagram, that the narrowness of the streets involved in such an offset intersection calls for an extension of the tangent bearing relation to

this narrowness or to such lack of space as may be contingent upon the width of the street. The Armstrong-Garland intersection is now being carried out by the city of Ottawa and involves the purchase of property on two opposing corners. The City Council has acknowledged, on the representation of the plan commission, that the benefits to be derived warrant the very considerable expenditure involved.

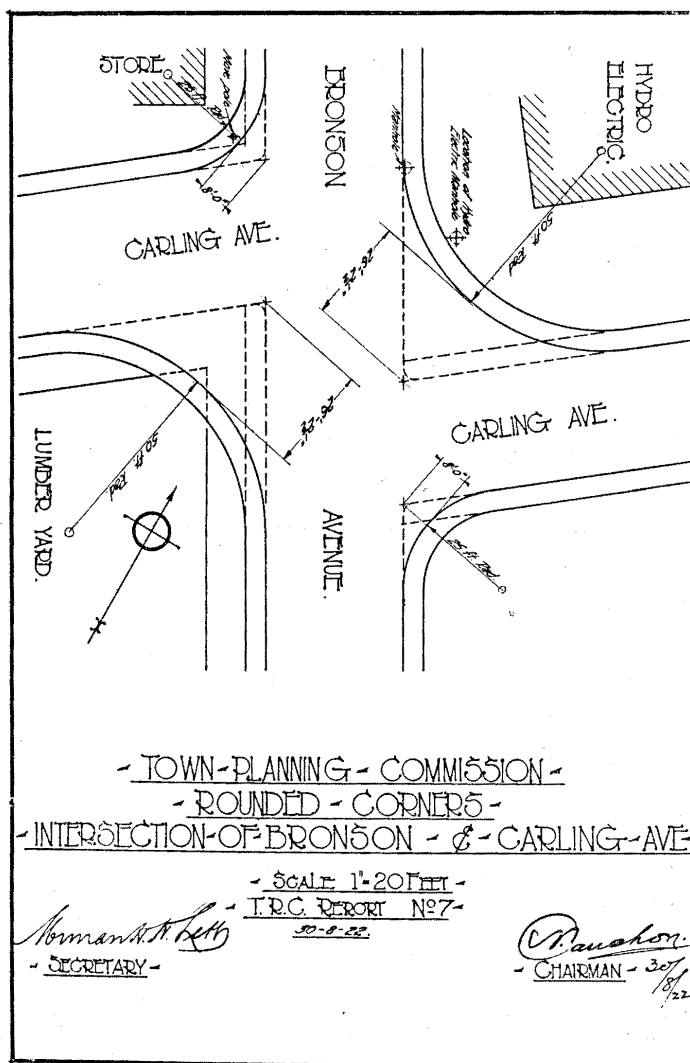
The other instance illustrated at the intersection

of Bronson and Carling avenues is one where the offsets were so great that the previous rule could not be followed without excessive cost and wastage of area and, therefore, the rounding of the two interfering corners on a radius of 50 feet was decided upon. There is a very heavy cross traffic at this intersection. Here is a case where notwithstanding that a very much wider radius of 50 feet has been adopted for rounding the corners yet very little private property has been taken. This treatment has been possible and satisfactory owing to the greater width of 66 feet obtaining on the two intersecting streets.

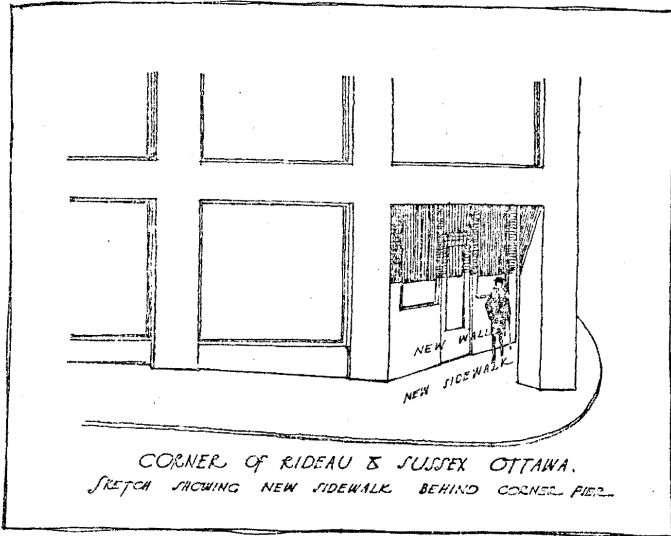
Owing to the obvious civic benefits of such street improvements the Ottawa Board of Control and the City Council have done everything to facilitate the work and a large number of corner roundings

recommended by the plan commission have been adopted and constructed.

A difficult situation illustrated at the corner of Rideau and Sussex streets will be interesting to town planners. In this case a very much needed widening of a traffic artery could only be obtained by bringing the curb up to the corner pier of the large Daly building. Arrangements were made to obtain alterations in the building on the ground floor at this corner so as to admit of passing the sidewalk within the building behind the corner pier. The



result has proved very satisfactory and the work



has not been expensive, comparatively speaking. The method adopted was the only means whereby this improvement could be obtained short of the enormous expenditure of expropriating the corner of a big office building. The Ottawa Plan Commission have other business corners in view for similar treatment, some of which are under negotiation.

Work of this kind as a beginning of town planning relief in an established town or city is proving of great value in convincing the business element of the city that town planning is a practical and economic method of advancing business interests as well as making the town a better place for home interests and values. These practical examples of street improvement are simple and effective demonstrations of the need for a changed view towards town planning in the face of the enormous extension of motor traffic. In all new subdivisions the plan commission are insisting upon provision being made in the layout for the rounding of corners.

SUNNYSIDE BEACH DEVELOPMENT AT TORONTO

By NORMAN D. WILSON

Engineer Surveys and Lands, Toronto Harbour Commissioners



In addition to improving and constructing wharves and dockage facilities for shipping, and the

development of six hundred acres of marsh lands for industrial purposes, the Toronto Harbour Com-

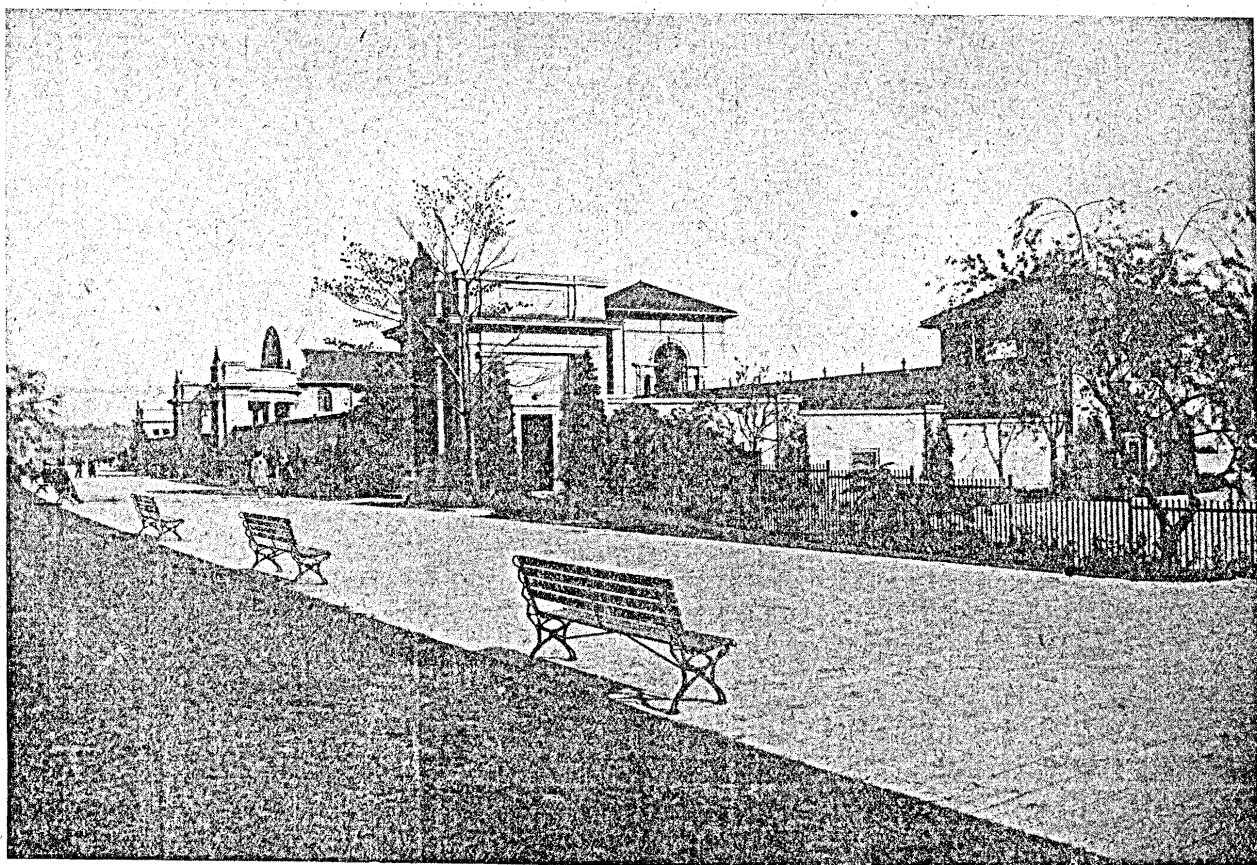
mission have in hand, as not the least of their functions, the development of the twelve mile waterfront of the city on lake Ontario for park and recreation purposes. Nine hundred acres of park lands will be reclaimed and developed by the commission, which, with over five hundred acres now included in Toronto island, will provide for Toronto a waterfront park system unrivalled anywhere. Continuous through this will extend a motor boulevard fifty feet in width, of which the first three miles from the Humber river to the Canadian National Exhibition grounds at Dufferin street was completed in August last.

admirable bathing beach and a protected waterway for small craft, three hundred feet wide.

A typical cross section of the development shows:

1. The break-water of concrete superstructure and crib substructure broken into lengths of five hundred and one thousand feet by openings forty and one hundred feet wide. This break-water was constructed by the Dominion Government as its obligation for shore protection and as part of its share in the whole scheme of harbour improvements.

2. The protected water-way previously referred to, some three hundred feet wide.



Harbour Development, Toronto—Sunnyside Beach

The areas shown on the accompanying drawing is that now designated Sunnyside Beach. The original Lake Shore road was a beach road into Toronto from the west, and was paralleled around the curve of Humber bay by the Grand Trunk railway. Annually it suffered damage by the inroads of the waves, and shore protection was a first necessity. This was accomplished by placing a break-water at approximately a thousand feet from shore, and reclaiming by dydraulic filling two-thirds of the intervening area, giving at once one hundred and twenty-three acres of land for development, an

3. A sandy beach about one hundred feet in width at ordinary water, extending to a low stone wall from which a grass slope twenty-six feet wide arises to the level of the board-walk, which at a width of twenty-four feet extends for two miles east of the Humber and at a lesser width the balance of the distance.

4. North of the board-walk follow in order: an eighteen foot grass strip, a fifty foot asphalt boulevard, fifty feet of lawn, a fifty-four foot traffic road to take the place of the original Lake Shore road, carrying the double-track line of the Toronto

Transportation Commission; a twelve foot grass strip; another twelve foot side-walk; finally a building strip averaging one hundred and fifty feet in depth. Between this and the Grand Trunk railway an allowance is to be left for a right-of-way for electric railways, over which the Hydro radial line from St. Catherines, among others, will find entrance to Toronto.

To set a standard for later buildings, the commissioners themselves constructed Sunnyside pavilion, a restaurant and tea garden and the bathing pavilion, which structure has accommodation for five thousand bathers at one time, and is unsurpassed for its purpose anywhere. Both of these buildings are of permanent construction and of a high order of architecture. In addition, a large boat-house and dance pavilion and many other concession buildings have been erected by private interests, but all in harmony with the general setting.

A very limited area east of Parkside drive has been set apart as an amusement park. This enjoyed great popularity this past summer.

The commission's rules for this area are very strict and concessionaires must comply with stringent regulations as to type of building, character of device and general operation.

Three aquatic clubs have so far located at Sunnyside. The Parkdale canoe club built their clubhouse in 1915 on cribs in the open water before reclamation was commenced. The Toronto canoe club and the Argonaut rowing club located on either side of Dowling avenue two years ago, when their quarters in the Inner Harbour were rendered untenable by the commissioners' development work in that area.

The development contemplated for the building sites north of the boulevard is a series of high class apartment houses and residential hotels. No start on this has yet been made, though several tenders to lease sites for this purpose have been received.

The chairman of the commission, Mr. R. Home Smith, has taken a special interest in the laying out and ensemble of the Sunnyside area, which has been carried out under the direct supervision of Mr. E. L. Cousins, chief engineer and manager. Mr. A. H. Chapman as consultant architect has designed all the buildings.

Engineers Discuss Ontario Town Planning Bill

The Ottawa branch of the Engineering Institute of Canada is arranging to hold a meeting to discuss the draft town planning bill as presented and amended by the Ontario Town Planning Association at its recent conference in Toronto.

ZONING MAPS

Sir:—During a recent conference with Mr. W. E. Hobbs, comptroller of Town Planning for Manitoba, it was agreed that it would be desirable to follow a uniform system of denoting use districts on maps to accompany schemes and bylaws insofar as it was practicable. The following notation has been adopted and will be suggested when maps are being prepared by local authorities:

Name	Index letter	Outline Colour
Agricultural districts	A	Green
Residential districts	R	Pink
Business or Commercial dis.	C	Blue
Industrial districts	I	Brown
Unrestricted districts	U	Nil
	Index No.	Flat Tint
Open spaces for park or recreation ground	1, 2, 3 etc.	Gray
Open spaces as sites for public buildings	1, 2, 3 etc.	Orange

Other Information

Use districts to be separated by a heavy dotted black line.

Building lines to be drawn in vermilion colour.

Municipal boundaries to be indicated by a heavy dot and dash line in black.

This notation may be of interest to the readers of *The Journal*.

Yours faithfully,

W. A. BEGG,
Director of Town Planning,
Saskatchewan.

Uniformity in Zoning Maps

The town planning directors of Saskatchewan and Manitoba have very wisely agreed upon a uniform system for indicating use districts in the preparation of zoning maps. The time has come when town planning authorities all over Canada would do well to confer on this important matter. Otherwise there will be a multitude of zoning "systems" exercising the patience and consuming the time of civic authorities and inevitably alienating their sympathies. As will be seen from the foregoing letter the directors of the two western provinces where town planning is forging ahead have achieved a certain simplicity in making the lettering of the different districts correspond with the initials of the descriptive words. "A" means agricultural, "C" commercial, "R" residential, "I" industrial.

PROPOSED TOWN PLANNING LEGISLATION FOR ONTARIO

The Ontario legislature on the supplication of the Ontario Town Planning and Housing Association appointed a committee at the close of last session to consider the question of improving town planning legislation in Ontario. The following members of the legislature were instructed to serve on this committee: Hon. Mr. Rollo, Hon. Mr. Nixon, Hon. Mr. Henry, Mr. Swayze, Mr. Cunningham, Mr. Watson, Mr. Tisdelle, Mr. Thompson, Mr. Ramsden, Mr. Pinard, Mr. McBride, Mr. Halcrow. Later the Hon. Mr. Rollo was chosen as chairman of the committee.

With the granting of their request the Town Planning and Housing Association formed a committee for the preparation of a draft bill to be submitted to the legislative committee for consideration. This committee was made up of the following members of the association: Mr. T. D. leMay, Mr. N. D. Wilson, Mrs. Dunington-Grubb, Mr. A. E. K. Bunnell, Dr. H. L. Brittain, Mr. A. V. Hall, Mr. H. L. Seymour, Mr. W. S. B. Armstrong, Secretary and Mr. J. P. Hynes, Chairman.

The committee drew up a proposed bill and in drafting it adopted the following principles:

- (a) The Municipal Council must have control over the spending of the ratepayers' money.
- (b) The development of any community seldom stops at the Municipal boundaries, so that town planning problems are of co-operative interest and effort, between two or more independent Municipalities, and a town planning agency must be representative of the Municipalities whose interests are interlocked.
- (c) Any planning scheme is waste-paper if, when adopted, it is not carried out. A plan commission must be permanent, and to ensure this it must have an assured income, however small, and this income should come from each Municipality interested in proportion to its capability to pay.

The text of the proposed bill as amended at the conference of the association, Oct. 17-18, reads as follows:

AN ACT TO AMEND THE PLANNING AND DEVELOPMENT ACT

His Majesty by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

1.—This Act may be cited as the Planning and Development Act.

2.—In this Act:

(a) "Board" shall mean the Ontario Railway

and Municipal Board, and any member thereof authorized as provided by Section 9 of the Ontario Railway and Municipal Board Act.

(b) "Bureau" shall mean the Bureau of Town Planning as constituted by this Act.

(c) "Director" shall mean the Director of the Bureau.

(d) "Town Planning Adviser" shall mean a person in the opinion of the Director, technically qualified to advise on Town Planning, and who has been granted a certificate to that effect by the Board.

(e) "Commission" shall mean a Plan Commission as constituted under this Act.

(f) "Local Authority" shall mean the Council of a city, town, village, or township, or a Plan Commission as the case may be.

(g) "Town Planning District" shall mean the area under the jurisdiction of the Local Authority for the purposes of this Act.

Bureau of Town Planning

3.—There is hereby established a branch of the Public Service of Ontario to be known as "The Bureau of Town Planning and Housing."

4.—The Bureau shall be attached to such one of the departments of the Public Service as may be designated by the Lieutenant-Governor in Council, and shall be under the direction and control of the Minister in charge of that department.

5.—The Lieutenant-Governor in Council shall appoint an officer to be known as the Director of the Bureau of Town Planning and such Town Planning Advisers and other officers, clerks and servants as may be deemed advisable.

6.—The Director for the purposes of the Public Service Act and the Audit Act shall rank as the deputy head of a department and in respect to matters assigned to the Bureau shall exercise and perform the powers and duties of the deputy head of a department.

7.—The director acting under the direction of the Minister shall preside over the Bureau and shall perform such other duties as may be assigned to him by the Lieutenant-Governor in Council or by the Minister.

8.—Wherever by an Act of this Legislature an officer engaged in the administration of the Law relating to any of the matters assigned to the Bureau by this Act is directed to report to the minister, the report shall, unless the minister otherwise requires,

be made to the director, and every such officer shall act under and obey the directions of the director.

9.—It shall be the duty of the Bureau to:

- (a) Issue from time to time and send to the clerk of every municipality and secretary of every Plan Commission, bulletins dealing with town planning and housing activities, in order to secure co-operation and co-ordination between the various town planning authorities and developments in the province.
- (b) Collect such statistical and other information respecting town planning and housing affairs in Ontario as may be deemed necessary or expedient from time to time.
- (c) Enquire into, consider and report upon the operation of town planning and housing laws in force in other provinces of the Dominion and in Great Britain and in any foreign country, and make such recommendations and suggestions thereon as may be deemed advisable.
- (d) Prepare for the guidance of local authorities standard regulations required for the purposes of this Act.
- (e) Upon request of any local authority and where, in the opinion of the Director, it is desirable so to do, provide such local authority the services of a town planning adviser, with such other assisting staff as may be arranged for, at such rate per diem as may be fixed for such services from time to time by the director.
- (f) Receive in charge from, and hold at the call of the Board, all plans and documents referring to town planning and land subdivisions, which are now or which later under any statute or order of the Board, may or would be filed with the Board.
- (g) Advise the Board on all matters coming before it under this Act, or on other matters referred to it by the Board.
- (h) Prepare and transmit to the Lieutenant-Governor in Council annually a report upon the work of the Bureau during the preceding year, together with such statistics and other information as may have been collected in the Bureau.
- (i) Perform such other duties as may from time to time be assigned to it by the Lieutenant-Governor in Council.

10.—(1) There shall be assigned to the Bureau

the administration of this Act, and the Bureau shall superintend Town Planning and Housing Activities in the Province. The Bureau may require from any Local Authority such returns and statements as to the Bureau may seem proper, and may extract from such returns and statements such information, as in the opinion of the Bureau, may be useful for publication, and may embody such portions of such returns and statements in the annual report of the Bureau as to it may seem proper.

(2) A Local Authority which refuses or neglects to comply with the provisions of this section shall incur a penalty not exceeding one hundred dollars for every week it may be in default, recoverable under the Ontario Summary Convictions Act, and in addition the Bureau may authorize a Town Planning Adviser to secure such returns and statements at the expense of the Local Authority.

Town Planning District

11.—(1) Within twelve months of the passing of this Act, the Municipal corporation of each city, town, or village shall file, where not already filed, with the Board for approval, a plan showing the area which it is desirable shall be considered the Town Planning District of such city, town, or village, with reasons therefor.

(2) Such Town Planning District shall not exclude any portion of the land lying within the municipality making the application, and may include such portions of the lands in adjoining municipalities as may seem desirable.

(3) Such plan may, with the approval of the Board, be altered or amended from time to time.

(4) Notice of every application to the Board of approval of such plan or amendment of the same, together with a copy of every such plan, shall be served on every municipality, the whole or any part of which is included in the lands shown on such plan.

(5) The Board shall hear any such municipalities desiring to be heard and may approve of such plan or require the same to be altered or amended before approving thereof.

(6) Upon the approval of any such plan by the Board, the municipality shall deposit the same in the proper registry or land titles offices and the lands shown thereon shall constitute the Town Planning District for the said municipality.

12.—In the event of any such municipality failing to file such plan with the Board for approval, the Board shall cause a plan to be prepared by the Bureau at the expense of the municipality which shall be deposited in accordance with the provisions of this Act relative thereto and shall constitute the Town Planning District for the said municipality.

Local Authority

13.—Where the Town Planning District does not extend beyond the limits of the municipality, making the application, the provisions of this Act shall be administered by the municipal council or by a commission consisting of the head of the municipality and two ratepayers appointed by the council for two years or until their successors are appointed except that at the first appointment one shall be appointed for two years and one for one year.

14.—Where the Town Planning District extends beyond the limits of the municipality making the application the provisions of this Act shall be administered by a Commission to be known as the Plan Commission of and District, which Commission shall be appointed within six months of the order of the Board establishing the Town Planning District.

15.—Such Commission shall be a body corporate and upon its appointment shall have and exercise all the powers and discharge all the duties vested in it by this Act.

16.—In the case of a city such commission shall consist of seven persons, namely:

(1) Five ratepayers of the city appointed by the council of the city who shall each hold office for five years, or until his successor is appointed, except that upon the first appointment the council may designate one to hold office for one year, one for two years, one for three years, one for four years, and one for five years.

(2) Two ratepayers of the Town Planning District without the limits of the city, to be appointed by the Lieutenant-Governor in Council upon the recommendation of a majority of the heads of the municipalities included in whole or in part in the Town Planning District without the limits of the city or in the event of the failure of the heads to make such recommendation, within two months after the appointment of the five Commissioners by the City, upon the nomination of the said five Commissioners. Said two Commissioners shall each hold office for four years or until their successors are appointed, except that upon the first appointment, one shall be appointed for two years only.

17.—In the case of a town such Commission shall consist of five persons, namely:

(1) The Mayor.

(2) Three ratepayers appointed by the Council for three years, or until their successors are appointed, except that upon the first appointment, the Council shall designate one to hold office for one year, one for two years, and one for three years.

(3) One ratepayer of the Town Planning District without the limits of the town, to be appointed by the Lieutenant-Governor in Council upon the

recommendation of a majority of the heads of municipalities included in whole or in part in the Town Planning District without the limit of the town or in the event of the failure of the heads to make such recommendation within two months after the appointment of the three Commissioners by the town, upon the nomination of the said three Commissioners. Said Commissioner shall hold office for three years, or until his successor is appointed.

18a.—In the case of a village, such Commission shall consist of three persons, namely:

(1) The reeve of the village.

(2) One ratepayer appointed by the Council for two years.

(3) One ratepayer of the Town Planning District without the limits of the village, to be appointed by the Lieutenant-Governor in Council upon the recommendation of a majority of the heads of the municipalities included in whole or in part in the Town Planning District without the limits of the village or in the event of the failure of the heads, to make such recommendation within two months after the appointment of the Commissioner by the village upon the recommendation of the Council of the Village.

18b.—The Essex Border Utilities Commission with Town Planning powers under the Consolidated Essex Border Utilities Act 1921 is constituted a Local Authority under the Act for the municipalities of Riverside, Ford City, Walkerville, Windsor, Sandwich and Ojibway together with the areas included in a plan prepared under Section 4 of the Planning and Development Act and approved January 20, 1921, by the Ontario Railway and Municipal Board.

19.—The provisions of this Act shall also apply to a township the Town Planning District of which shall comprise all those parts of the said township not included in the Town Planning District of any City, Town, or Village, and shall be administered by the Council of said Township or by a Commission of three members. The said Commission to consist of the reeve and two ratepayers appointed by Council for two years, except that on the first appointment one shall be appointed for one year and one for two years.

20.—If at any time, after hearing all parties interested, it is, in the opinion of the Board, desirable that two abutting Town Planning Districts should be united, having in mind the growth of either or both communities, it may order the union of the two districts under one Commission of not more than seven members. In the case of the union of two village town planning districts of comparatively equal status, the Board may order that the Commission of the joint district shall have five members, namely:

The Reeves of the two villages.

A member appointed for three years by each of the two village councils.

A member appointed by the Lieutenant-Governor in Council upon the recommendation of a majority of the heads of the municipalities contained in whole or part within the joint Town Planning District other than the two villages.

In the case of the union of the Town Planning Districts of two towns or two cities or one town and one city, of comparatively equal status, the Board may order that the Commission of the joint district shall have seven members, namely:

Three members appointed by the Council of the town or city designated by the Board to appoint three members.

Two members appointed by the Council of the town or city designated by the Board to appoint two members.

Two members appointed by the Lieutenant-Governor in Council upon the recommendation of a majority of the heads of the municipalities contained in whole or in part within the joint Town Planning District, other than the said towns or cities as the case may be.

21.—When in the opinion of the Board or upon application of the municipality the representation upon the Commission of the various municipalities in a Town Planning District is not proportionate to the interests of the various municipalities, or for any other reason it may vary the number of Commissioners to be appointed or nominated by the said municipalities from that set out in this Act, and upon an order of the Board to that effect, the Commission shall be so constituted.

22.—In the event of any municipality failing to comply with the provisions of this Act relative to the appointment of a Plan Commission, within six months from the date of any order of the Board establishing a Town Planning District the Board may order that the Bureau shall have and exercise within said Town Planning District all the powers and discharge all the duties vested by this Act in a Plan Commission.

23.—In case of a vacancy by the death or resignation of a Commissioner or from any cause other than the expiration of the time for which he was appointed, the Commissioner appointed in his place shall hold office for the remainder of the unexpired term and until his successor is appointed.

24.—Any member of the Commission shall be eligible for re-appointment.

25.—The Commissioners shall serve without remuneration, but each member shall be entitled to receive his actual disbursements for expenses in connection with services undertaken by the direction of the Commission.

26.—The chairman and secretary shall be appointed by and hold office at the pleasure of the Commission.

27.—The Commission shall hold meetings at least monthly, and a majority of the Commissioners shall form a quorum.

28.—All orders and proceedings of the Commission shall be entered in books to be kept for that purpose, and shall be signed by the Chairman for the time being, and when so entered and purporting to be so signed, shall be deemed to be original orders and proceedings, and the books may be produced and read in any judicial proceedings as evidence of the orders and proceedings.

29.—The Commission may employ all necessary Town Planning Advisers, and other Officers, Clerks and Servants, and may prescribe their duties and compensation or may arrange with the Council of any Municipality within the Town Planning District, or with any board or commission appointed by any such Municipality, or with the Bureau, that the staff of such Municipality, Board, or Commission or of the Bureau, shall make such necessary surveys, maps and plans, and perform such other technical, Town Planning or other services as may appear advisable.

30.—The Commission shall keep in its office all books, maps, plans, papers, and documents used in and pertaining to the business of the Commission.

31.—The Commission shall keep accounts of its receipts, payments, credits and liabilities, and the same shall be audited by the auditors of the principal Municipality lying wholly within the Town Planning District, in like manner as other accounts of the said municipal corporation, and shall thereafter be laid before the several municipal councils by the Commission.

General Power of Commissions

32.—Where a Commission has been appointed to operate this Act in any Town Planning District, the Council of every city, town, village and township, included in whole or in part within the limits of the Town Planning District, shall in addition to all other rates and assessments for municipal purposes, levy and assess in every year a special annual maximum rate of one-tenth mill in the dollar upon the whole assessment for ratable property, income and business within the limits of the said Town Planning District. Such rate shall be called the Town Planning Rate and shall be deemed to be included in the limit of the rate authorized by Section 297 of the Municipal Act. The amount so assessed shall be placed at the disposal of the Commission for its purposes.

33.—The Commission may issue debentures payable in forty years, and at such rates of interest as it

finds expedient, secured upon its annual income from the municipalities as set out in the preceding section, to an amount in excess of accumulated sinking fund, not exceeding the sum obtainable on the security of one-half of such future income, as based upon the last assessments of the several municipalities.

The Commission shall provide a sinking fund or serial bonds for paying off the principal of all sums borrowed by or assumed by the Commission.

34.—The Commission shall keep separate accounts of the income received from each municipality. General expenses of operation, financing the preparation of a general plan, and all expenditures on behalf of the Town Planning District as a whole, shall be assessed against each municipality, in proportion to the income from the Town Planning Rate from such municipality. Expenditures not so made on general account, shall be charged against the municipality or municipalities in the interest of which they were incurred. The Commission is authorized to spend the revenue derived from the Town Planning Rate in its discretion, provided that in any period of five years there will be spent in the interest of each municipality the revenue derived from said municipality from the said Town Planning rate.

35.—The Commission is empowered to solicit and receive grants and bequests of money or real property, and to hold, buy, sell and otherwise deal in real estate, provided any such lands or parts thereof established as highways shall be vested in the municipality.

36.—The Commission is empowered to issue bonds or otherwise borrow money upon the security of its real estate, and provided the security for said sums borrowed is not impaired, to sell to the municipality at a price to be agreed upon irrespective of value, or to dedicate as a public highway, square or park, any portions of said real estate.

37.—The property of the Commission, not let or leased, shall be exempt from all taxes other than local improvement rates.

38.—Notwithstanding Section 472 of the Municipal Act, no by-law, resolution, or agreement to open, close, narrow, widen, lease, or otherwise encroach upon except for municipal services any street or highway within the Town Planning District, shall be passed by any municipal council without the consent of the Commission being first obtained in writing, except by a two-thirds vote of the whole council of the said municipality.

39.—The Commission shall submit to the council of each municipality within the Town Planning District a priority list, amending same from time to time, showing the order in which in its judgment the more urgent matters required to carry out the general plan as approved shall be undertaken, and

except by a two-thirds vote of the whole Council, none of such matters shall be undertaken by the municipality out of the order shown on said priority list without the consent of the Commission.

40.—It shall be the duty of the Commission without other instruction to advise the council of each municipality lying in whole or part within the Town Planning District in regard to any matter coming before such council, which, in the judgment of the Commission, affects or will or may affect the carrying out or fulfilment of the general plan as approved, or the appearance, utility and convenience of the municipality or of its streets and public places.

41.—The Commission shall, at the time the annual estimates of each municipality lying in whole or part within the Town Planning District are being considered, submit to the Council of such municipality a statement of the sums in addition to the Town Planning rate which in the judgment of the Commission should be placed at its disposal by the said municipality, during the ensuing financial year, in connection with the carrying out of the general plan. Such statement shall show:

- (1) The nature of the specific works recommended chargeable against the municipality and the estimated cost of such, and the time and manner in which the said work should be carried out, and whether in whole or part as a local improvement or otherwise.
- (2) The sum requested for the purchase of lands for street widening or other improvements of a minor nature, or for small parks or squares, or for the acquirement of properties in the line of major street improvements for the purpose of determining the probable cost of same. Such sum to be expended at such time and in the purchase of such properties, as opportunity may offer, and the judgment of the Commission may direct.
- (3) Any additional sum, over and above the Town Planning rate required for the operation of the Commission.

Such sums as may be approved by Council shall be placed to the credit of the Commission to be expended in accordance with its estimates as approved or amended by Council.

42.—The Council or the School or Park Board of any municipality, lying in whole or part within the Town Planning District, may instruct and authorize the Commission in the carrying out of the general plan to acquire lands for its purpose within the Town Planning District, the Council or the School or Park Board, as the case may be, providing the necessary funds for the purpose.

43.—The Council of any municipality lying in whole or part within the Town Planning District, may instruct and authorize the Commission in the carrying out of the general plan as adopted to construct at the municipality's expense, roadways, bridges, boulevards, monuments, buildings, etc., or to lay out parks and squares, or do other physical work.

44.—The Council of any municipality lying in whole or in part within the Town Planning District, may by by-law delegate to the Commission any powers it may have or may later obtain relative to housing, the acquirement and administration of parks and boulevards, or in connection with any other matters pertinent to the carrying out of the provisions and intent of this Act.

45.—For the carrying out of this Act, the Commission may expropriate lands or easements in the same manner and to the same effect as if it were a municipal council of a city with a population of 100,000 or over acting under the provisions of the Municipal Act, and the provisions of the Municipal Act shall mutatis mutandis be applicable to the acquisition of lands by the Commission.

General Plan

46.—(a) The Local Authority may cause to be prepared a general plan or plans of development for the whole or any part or parts of the area included in the Town Planning District illustrating the proposed activities of, and the improvements contemplated by the Local Authority in accordance with the provisions of this Act.

(b) The general plan prepared by the local authority in accordance with the provisions of this section may deal with:

- (1) Development of lands hitherto undeveloped.
- (2) Remodelling of those parts of the Town Planning District heretofore developed.
- (3) Transportation and public services.
- (4) The best economic use of land.
- (5) Amenity and convenience in connection with the planning, layout, classification, and use of land for any purpose.
- (6) Open spaces for parks, playgrounds, and the like.
- (7) Design and location of public buildings, monuments and structures.
- (8) Prescribing general and partial zones in which to regulate the use and occupation of erections, structures, and buildings, the use and development of land and the use, height, area, bulk, location

and type of construction of erections, structures and buildings to be erected thereon.

- (9) Preservation of objects of historical or natural beauty.
- (c) The said plan or plans shall be submitted for approval to the Board and to all the Municipalities concerned in accordance with the provisions of this Act.
- (d) The Local Authority shall so soon as the plan or plans have been approved, file copies of the same with the Clerks of all the Municipalities concerned, and with the Board, and shall also deposit copies of the same in the proper Registry Office and Office of Land Titles.
- (e) After the approval of any such general plan, or regulations applying thereto, a municipal council shall not pass any by-law not in accordance with same, without the consent of the Board.
- (f) Said plans and regulations may be amended from time to time with like procedure.

47.—(a) The Local Authority may further cause to be prepared from time to time detailed plans of development of the whole or any part of the lands included in the Town Planning District.

(b) Such plans shall show in detail the development proposed by the Local Authority as it may affect the lands included in the plan, with all information necessary to a proper determination of the lands shown set apart for highway or other Municipal or public purposes, and shall be certified by an Ontario Land Surveyor.

(c) Any such plan may designate any highway shown thereon as a main highway and upon approval and registration of the said plan the lands required for any such main highway shown on the plan shall be considered condemned for highway purposes for all time and may be at any time assumed in whole or part by the Municipality in which they are situated on payment by the Municipality or Local Authority of the value obtaining at the date of approval, provided that no compensation shall be payable on account of any part of any such highway laid out by registered plan prior to the assumption of such highway by the Municipality.

(d) In the event of failure to agree as to the

amount of compensation payable under this section, the matter shall be referred to arbitration in accordance with the provisions of the Municipal Act in that behalf.

- (c) Any detailed development plan prepared by the Local Authority shall, when approved by the various Municipalities concerned, and the Board in accordance with the provisions of the Act, be filed in the proper Registry or Land Titles Office, and where any lands are affected by any main highway, an entry to that effect shall be made in the proper abstract books.
- (f) Any such detailed development plan may be amended from time to time with the approval of the Municipalities concerned and the Board.

48a.—The Local Authority may prepare a schedule or schedules of regulations to govern all and any matters that may come within the jurisdiction of the Local Authority in accordance with the provisions of this Act, and copies of the same duly approved shall be filed with the Board and with the Clerks of all municipalities concerned.

48b.—Property shall not be deemed to be injuriously affected by reason only of the making of any provisions inserted in the scheme, which, with a view to securing the amenity of the area included in the scheme, or any part thereof prescribe the space about buildings, limit the number of buildings to be erected, or occupied, or prescribe the height or character or use of buildings, (or distance thereof from the street line) and which the Board having regard to the nature and situation of the land affected thereby, declare by order to be reasonable for the purpose.

Subdivision Plans

49.—When any person or company is desirous of registering a plan of subdivision or re-division of any tract or parcel of land in a Town Planning District, the following procedure shall be had and taken.

- (1) Such person or persons shall submit to the Local Authority a draft plan of the subdivision certified as to the boundaries by an Ontario Land Surveyor.
- (2) Such plan shall be prepared in accordance with the schedule of regulations prepared by the Local Authority and approved by the Board in accordance with the provisions of this Act.
- (3) The Local Authority may require any additional information necessary to a proper consideration of the plan to be provided.
- (4) The Local Authority shall within four weeks of the receipt of the plan approve thereof, or notify

in writing the person or persons submitting the same and the Board of its reason for not approving the same.

(5) If such approval be not given in the time specified in the preceding sub-section the person or persons submitting the plan may apply to the Board for its approval and shall notify the Local Authority and any person interested of the time and place appointed by the Board for consideration of the matter.

(6) The Board in determining such application may approve or refuse to approve such plan, and shall have the power to order such changes in the plan as to the Board may seem necessary or proper.

50.—No plan of subdivision in a Town Planning District shall be registered until it has been approved by the Local Authority or by the Board and a certificate of approval has been endorsed on the plan.

51.—No plan of subdivision shall be registered upon which a highway of less than 66 feet is laid out, or which abuts or fronts on a highway of less than 66 feet in width, unless it has been approved by the Local Authority as in conformity with a detailed plan approved by the Board, or lacking such, by the Board alone and a certificate of approval in accordance with this section has been endorsed thereon.

52.—No plan of subdivision shall be registered until the Local Authority shall have approved such subdivision as being required to take care of the demand for actual development.

The Local Authority before approving a plan shall require that local improvement rates on any existing street in and adjoining the plan opposite any new street or lane opened by the plan be commuted.

53.—Any person or persons making application to the Local Authority or the Board for endorsement of approval upon a plan of sub-division or re-division shall at the time of application pay to the Local Authority a fee of 5 cents per foot frontage for all land shown on said plan fronting on a highway already existing or laid out on said plan, and the Local Authority or the Board shall withhold its endorsement of approval of any plan until the payment to the Local Authority of the proper fees as herein specified.

54.—(a) Where in any district by reason of their shape or size or for other causes adjoining parcels of land cannot be subdivided independently and at the same time economically the Local Authority may prepare a plan whereby the boundaries of the said parcels are so adjusted that the said parcels may be subdivided independently and at the same time economically giving to each owner an area reasonably equal to that originally held.

- (b) Any such plan shall be approved by the Board in accordance with the provisions of this Act, and when approved shall be registered as a subdivision of land in accordance with the provisions of the Registry or Land Titles Act as the case may be, and the Registrar or Master of Titles shall record in the manner provided the ownership of the various parcels according to the plan so registered.
- (c) Where any owner feels himself to be injuriously affected by any plan so registered he may make a claim against the Local Authority for compensation.
- (d) The amount of any compensation payable on account of any such claim shall be determined by arbitration in the manner provided in the Municipal Act, and any amount so awarded shall be paid to the claimant by the Local Authority.

Sale of Lands by Metes and Bounds

55.—No part of any parcel or tract of land which abuts or fronts on or which is within 33 feet of the centre line of any given or trespass road less than 66 feet in width, or any public road or highway less than 66 feet in width, that has not been laid out or established in accordance with the provisions of the Registry Act, or Land Titles Act or under the authority of the Executive Government of the Late Province of Quebec or of Upper Canada, or of Canada, or under the authority of the Executive Government of Ontario or by Municipal by-law shall be severed from the said tract and sold under a description by metes and bounds without the approval of the Local Authority and the Board and no deed of conveyance or mortgage in fee of such part of such tract shall be registered without such approval.

Any lands left between any such conveyance and the limit of the highway shall upon registration of the said conveyance become vested in the Municipality as part of the public highway.

56.—No tract or parcel of land or part thereof situate in a Town Planning District shall be conveyed by metes and bounds or otherwise without the approval of the Local Authority and no deed of conveyance or mortgage in fee of such parcel shall be registered without the approval of the Local Authority.

A plan of survey certified by an Ontario Land Surveyor shall be attached to and form part of every such conveyance,

Approval of Plans, Etc., by Board

57.—Where a plan or schedule of regulations is required to be approved by any Municipal Council and by the Board the following proceedings shall be had and taken:

(1) The local authority shall forward a copy of the plan to each Municipal Council whose approval is required and to the Board with an application for approval.

(2) The Municipal Council shall consider the plan and shall within thirty days after the receipt of the application notify the board of its approval or otherwise, in the latter case giving reasons for not approving.

(3) The Board shall appoint a time and a place convenient to the majority of the persons interested, when a public hearing shall be held.

(4) The Board shall after the public hearing approve the plan or order the same to be amended and the plan as approved or amended shall be filed in accordance with the provisions of this Act.

58.—All disagreements arising between the Local Authority and any person or company or Municipality shall be referred to the Board.

The rules of practice and procedure adopted by the Board shall apply to applications under this Act, and all persons, municipal corporations, and commissions shall be entitled to be heard and may be represented by counsel or agent at the hearing. The ruling of the Board shall be final.

59.—The Planning and Development Act, being Chapter 38 of the Acts passed in the 8th year of the reign of His Majesty, King George V., and subsequent amendments, is hereby repealed.

Haileybury to be Replanned

As a contribution to the reconstruction work in Northern Ontario, Mr. Horace Seymour, town planning engineer of the firm of Barber, Wynne-Roberts and Seymour, has offered his services to Premier Drury and Mayor Le Heup, of Haileybury, which have been gratefully accepted. Mr. Seymour, while town planning assistant under the Dominion Government, had valuable experience in the replanning of the devastated areas of Halifax after the great explosion. He has already taken up the work at Haileybury and is receiving the best consideration and co-operation from the mayor and his council. It is to be hoped that the other fire-destroyed towns of Northern Ontario will enlist town planning assistance and thus escape from the further devastation of shack towns and social squalor,

CORPORATION OF POINT GREY

TOWN PLANNING BYLAW NO. 44, 1922

A Bylaw Establishing Areas and Classifications for Building Restrictions, and Fixing Building Lines

WHEREAS it is expedient and in the interest of the public health, safety and convenience to establish areas and classifications for building restrictions and to fix building lines within the Municipality of Point Grey:

NOW THEREFORE the Municipal Council of Point Grey in open meeting assembled enacts as follows:

1. This Bylaw may be cited for all purposes as Town Planning Bylaw No. 44, 1922.

2. In this Bylaw, unless the context otherwise requires:—

“BUILDING”, shall not include the steps to a building.

“CORNER LOT”, shall mean a parcel of land at the intersection of two streets.

“PRIVATE GARAGE”, shall mean one in which no business service or industry connected directly or indirectly with motor vehicles, is carried on.

“PUBLIC GARAGE”, shall mean any garage not included in the definition of “Private Garage”.

3. For the purpose of this Bylaw, the Municipality of Point Grey shall be considered to be and is hereby divided and classified into areas as follows:

(a) “Residential Areas” are those portions of said Municipality not shown colored red or yellow on the plan attached hereto and hereby incorporated herewith;

(b) “Commercial Areas” which are those portions of said Municipality shown colored red on said plan;

(c) “Industrial Areas” which are those portions of said Municipality shown colored yellow on said plans;

The said areas are hereby declared, established and defined as “Residential”, “Commercial”, “Industrial”, respectively.

4. No person shall erect or maintain a building within any of said Residential areas for any purpose other than that of a private dwelling house, either with or without stables, private garages, coach houses, green houses and necessary out buildings: or a dwelling in which the occupant has an office as a Physician, Surgeon, Lawyer, Dentist, Artist or Musician, or a church, school, library, public museum, philanthropic or eleemosynary institution (other than a correctional institution) railway passenger station, nursery, greenhouse, barn, farm building, or a club, (other than one where the chief activity is a service carried on as a business) or any other

building the use of which is accessory, customary or incident to the use of any of the foregoing buildings.

5. No person shall erect, maintain or occupy a factory or warehouse or a building, partly one and partly the other, within any of said Residential or Commercial areas.

6. No person shall erect a public garage, public stable, shop or store, or a building partly one and partly another, or any apartment or tenement-house within any of said Residential areas.

7. No person shall erect a building on any parcel of land within any of said Residential areas at a lesser distance from the street or road upon which said parcel fronts than twenty per cent of the depth of said parcel, except where such parcel exceeds 150 feet in depth, in which case the building shall be not less than 30 feet from the street line.

8. In the case of corner lots within a residence area the Building line, defined in Section 7, shall be adhered to on the side of the lot known as the front, or smallest measurement of such lot in accordance with the original plan on file in the Land Registry Office on and prior to the coming in force of this Bylaw, provided that where any lot extends from one street to another street it shall be deemed to front on both streets.

9. No person shall within the Municipality of Point Grey, carry on any noxious or dangerous manufacture.

10. No person shall within the Municipality of Point Grey, erect or use any building with inadequate sanitary arrangements.

11. Where any building other than a dwelling house has been heretofore erected within a residence district, the erection or construction of such building or structure other than a dwelling-house shall not alter such district, but such district and the building line shall be adhered to in all future buildings or structures.

12. In the Commercial area, where on the coming into force of this Bylaw, no stores are established the building line shall not be less than 40 feet back from the centre line of the street.

13. No existing building of a kind, type or use not permitted to be erected by this bylaw in the area in which the same is located shall be enlarged, extended, reconstructed or structurally altered unless thereby such building is altered to a kind, type or use permitted by this Bylaw in the said area. If at any time any building now erected and not con-

forming to the requirements of this Bylaw as to the area in which it is situated shall be destroyed by fire, explosion, Act of God or otherwise to the extent of more than 75% of its assessed value such building shall not be repaired, reconstructed or rebuilt save only to be used for a purpose permitted, by this Bylaw in said area.

14. The Council may at any time by a vote of two thirds of the whole Council waive compliance with any of the provisions of this Bylaw on good cause being shown and shall have power with a like vote to determine any dispute arising out of the provisions of this Bylaw.

15. Any Justice of the Peace, Police Magistrate, or other Court before whom a prosecution is had for an offence against this Bylaw, may convict the offender on the oath or affirmation of any credible witness, and shall impose on the offender a penalty of an amount not exceeding One Hundred Dollars and also the costs of the prosecution, and shall by his conviction after adjudging payment of such penalty and costs order and adjudge that in default of such payment forthwith, the same be levied by distress and sale of the goods and chattels of the offender, and, if sufficient distress cannot be found, that the offender be imprisoned in the common gaol for any period not exceeding one month and with or without hard labour, unless such penalty and costs, and also costs of the committal and conveyance to gaol are sooner paid.

16. If the owner shall fail to pull down and remove any building which shall have been construct-

ed or placed in contravention of any of the provisions of this Bylaw after having been given five days written notice thereto by the Municipal Engineer or Inspector, as the case may be, the said Engineer or Building Inspector is hereby authorized to pull down and remove said building at the expense of the owner of the real property upon which the same is situate, and all charges for such work shall in default of payment, form a lien and charge upon the said real property, having preference over any claim, lien, privilege, or encumbrance of any party except the Crown, and shall be collectable with interest at the rate of 8 per cent per annum in the same manner and with like remedies as ordinary taxes on real property are collectable under the "Municipal Act". This remedy shall be independent of and in addition to the remedy of prosecution as above provided.

17. The Municipal Engineer and the Building Inspector, their assistants and workmen are hereby authorized to enter at all reasonable hours upon any property which is subject to the restrictions and regulations contained in this Bylaw, for the purpose of ascertaining whether said restrictions and regulations have been or are being kept and obeyed and of carrying the same into effect, and also for the purpose of carrying out the work authorized in the next section.

PASSED the 31st day of August, 1922.

RECONSIDERED, FINALLY PASSED AND ADOPTED and signed by the Reeve and Municipal Clerk, and Sealed with the Corporate Seal the Fifth day of September, 1922.

NEWS AND NOTES

Ontario Town Planning Conference

Perhaps the most significant event in recent Canadian town planning activity has been the third annual conference of the Ontario Town Planning and Housing Association which was held in the provincial parliament buildings, Toronto, October 17-18. For many years and from many parts of the province of Ontario there have been urgent representations made to the Ontario legislature on the need of a revised town and rural planning act, which would be adequate to meet the modern demand for better planning of towns and cities in the interests of national health, civic order and economy. At the recent conference the opportunity was granted to the town planning advocates to meet a special committee appointed by Premier Drury to consider this demand and to this committee was presented a draft bill setting forth the kind of legislation that is deemed expedient by the students of town planning who have given so freely of their time and talents to the cause of better town building.

The proposed bill is set forth in this issue of *The Journal* in the amended form in which it was finally passed by the conference. Mr. Charles Hopewell, ex-mayor of Ottawa, recently appointed magistrate for the city of Ottawa and county of Carleton, and also a member of the town planning commission of Ottawa, was chosen by the conference to state the case for an amended act. Mr. Hopewell claimed that town planning was no longer regarded by intelligent men as an impossible ideal of city building held by a few faddists. It was now being recognized as practical economic wisdom applied to the building up of towns and cities by which large expenditures of public money could be economically directed and large expenditures saved from mistaken development which would never have been contemplated had there been in existence a comprehensive plan for the guidance of the city. An estimate had been made in a number of cities of the amount of money spent and civic debt accumulated in rectifying past errors in town planning and, the

result had shown an appalling waste of the people's money due to lack of foresight and crude piecemeal planning.

Mr. Hopewell argued also that town planning was the only way to check "wild cat" speculative development which had been the curse of so many Canadian cities. Large tracts of land had been divided and subdivided many years ahead of normal development; these lands had been taken out of production and their reckless subdivision had piled up problems both for their victims and for the cities which had been obliged to provide the decencies of public services. Town planning again was the only way to avoid slum development, of which no intelligent person could speak a word of approval. Millions of people on this continent were condemned to live under conditions in which no Canadian or American citizen should live. The penalties of haphazard building were so serious that now it was almost impossible for a young married couple to find anything like a home in our cities. They were compelled to live in expensive apartments where no children were allowed and the normal advantages of family life were impossible. If town planning had to be regarded as a dream of the idealist the answer was that every single social reform that had made life richer and happier for the people had at one time been the dream of an idealist.

Other speakers included Mr. Noulon Cauchon, Ottawa, Controller W. W. Hiltz, Toronto, Major T. J. Murphy, London, Mr. J. Clark Keith, representing the Border Cities, Mr. Childs, Hamilton and Mr. H. O. Lundy, president of the Real Estate Board of the Border Cities. The delegation was introduced to the legislative committee by Mr. J. P. Hynes, president of the association and of the Town Planning Institute of Canada.

* * *

The Programme

The varied business of the conference will be gathered from the programme printed below. It will be observed that the executive of the association in presenting their resolutions strove very earnestly to combat the idea that the creation of a town planning commission means the establishment of a super-authority which will override the authority and prerogatives of the city council. It is plainly stated in the fourth resolution that town planning commissions will have planning and advisory powers only and that their work will be dependent upon the approval of the local councils, and the first "principle" of the proposed draft bill is that "the municipal council must have control over the spending of the people's money." In Ottawa and such cities as have town planning commissions this alarm cry has ceased to trouble.

First Day

- 9.00 a.m.—REGISTRATION and payment of fee of \$2.00.
- 11.00 a.m.—ADDRESS OF WELCOME and FORMAL OPENING. By a member of the Ontario Government.
Reply: Ald. Dr. L. Searle Holmes.
Chairman Town Planning Commission, London.
- 11.30 a.m.—PRESIDENT'S ADDRESS.
Mr. J. P. Hynes.
- 12.00 noon—ADDRESS: "Why is Town Planning?" N. Cauchon, C.E., Ottawa.
- 12.45 p.m.—LUNCHEON—King Edward Hotel.
CHAIRMAN — Ald. E. D. Lowe, Ottawa
Followed by a Round Table Conference
- 2.30 p.m.—UPON REASSEMBLING the conference will consider the following resolutions and any others that may be submitted, outlining principles to be followed in the new legislation to be promoted.

1. Resolved that a Provincial Bureau of Town Planning and Housing be established, the executive head of which shall have the status of a Deputy Minister.

2. Resolved that all town planning schemes shall be approved by the Ontario Railway and Municipal Board and may thereafter be varied only by consent of the Board; that before town planning schemes be adopted local public hearings shall be held and that in all matters arising out of the carrying out of the proposed act Municipal Councils planning commissions and the public shall have the right of appeal to the Ontario Railway and Municipal Board.

3. Resolved that the proposed act shall provide for two classes of commissions: (a) Local Commissions to function only within their own municipalities and (b) Metropolitan Commissions to function in metropolitan areas comprising more than one municipality.

4. Resolved that town planning commissions as constituted under the proposed act shall have on their own initiative planning and advisory powers only, and in addition that they be empowered to carry on any work upon request of the municipality or municipalities for which they act.

5. Resolved that funds for carrying on the planning work of a local or metropolitan commission shall be provided by maximum levy of 1/10 of a mill upon the rateable assessment of the municipality or municipalities involved.

6. Resolved that every municipal council be a town planning commission under the proposed until a separate local or metropolitan commission been appointed.

Having concluded the consideration of principles, Conference will go into Committee of the whole consider in detail the legislation to be proposed.

10 p.m.—DINNER—Sunnyside Pavilion. The delegates will be the guests of the Corporation of the City of Toronto. His worship Mayor Alf. McGuire will preside.

ADDRESSES will be delivered by Dr. H. L. Britain, Director of the Bureau of Municipal Research, Mr. James Simpson, of the Toronto District, Trades Council, W. D. Sharpe, M. D. Brampton, of the Great War Veterans' Association.

10 p.m.—The Conference will resume in the Sunnyside Pavilion dining room.

Second Day

10 a.m.—HOUSING: "Must Ontario Have Slums?"

W. S. B. Armstrong.

"Women's Work in Relation to Housing and Town Planning." Mrs. J. Wesley Bundy. The Conference will consider the following and any other resolutions submitted:

1. Resolved that Housing is a Municipal Responsibility.
2. Resolved that the Legislature should enact a Provincial Housing Code establishing minimum housing standards.

40 p.m.—LUNCHEON—King Edward Hotel. CHAIRMAN—Controller T. W. Jutten, Hamilton. Followed by a Round Table Conference.

30 p.m.—ANNUAL MEETING of the Ontario Town Planning and Housing Association. Election of officers.

Town Planning Diplomacy

Ugly things have been said about national and international diplomacy in the past and there seems evidence enough to conclude that devastating wars have often been the outcome of stubborn and unreasoning diplomacy not intelligent enough to estimate the cost to others of the egotistic luxury of winning temporary battles of proud wills. Happily there seems also to be evidence that in a recent case of

international complication wise and enlightened diplomacy and deep sense of responsibility for diplomatic action have saved the world from another ghastly conflict of nations.

In provincial town planning legislation there is the most urgent need for the best diplomacy between what may seem to be conflicting authorities. The first difficulty met is one of adjustment of rights and prerogatives between cities and provinces and local authorities who are apt to take immediate alarm at the prospect of a super-authority. It is not always seen that the real question is one of public welfare and that in receiving the expert assistance of a provincial town planning executive for the better building up of towns and cities local authorities are themselves obtaining a great boon and saving for themselves inevitable expense when the pressure of public opinion compels them to take some notice of town planning needs. In Ontario and British Columbia at present there is much need for enlightened patience and foresight on the part of the civic authorities and for a diplomatic spirit that will make not only peace but also progress possible. Certainly the town or city that is deprived of town planning law by the obstinacy of its representatives will find itself some day paying a heavy price for the personal luxury of a few.

* * * *

Saskatchewan Leads in Town Planning

In the progressive province of Saskatchewan these elementary problems of adjustment between the prerogatives of provincial and civic authorities were settled long ago and now the province, in possession of one of the best town planning acts in the world and with a capable and enthusiastic executive to see that the act is put into operation, is able to report that the plans of 40 towns and 49 villages were completed during the last year. With a minister and deputy minister of municipal affairs in sympathy with the movement and a director of town planning, who sees the social and economic importance of starting towns along the lines of sensible development, which will pay some attention to the social and aesthetic needs of a community, Saskatchewan has rich promise of building for prosperity founded upon something more substantial than boom town sites, "wild cat" speculation and constructive ugliness and squalor—leading inevitably to social dissatisfaction and economic stagnation. In that province it is being realised that people need for permanent and contented settlement a place that is fit to live in as well as a place where work can be found. The time is coming and is very near when "Main Street" development will be recognized as a ghastly social and economic failure.

Town Planning Bill for British Columbia

The town planning committee of the city council of Vancouver, Municipality of Greater Vancouver, Architects' Association, Engineers' Association, Vancouver Real Estate and Exchange and Trades and Labour Councils have drawn up a draft town planning bill for the province of British Columbia and are seeking opportunity to present it to the British Columbia legislature. It is gratifying to see so practical a combination of different interests working for town planning law in the Pacific province. British Columbia has unrivalled attractions in scenery and climate and if social and economic order, together with perception of the energy of beauty preside over its development these attractions will not fade as they most certainly have done in other provinces.

* * * *

Toronto Branch

The first regular meeting of the Toronto branch for the season was held on October 2nd, in the Engineers' Club. Correspondence between Mr. J. P. Hynes and Mr. Noulan Cauchon relating to the proposed provincial registration of town planners was read, and the chairman explained that those in charge of the application for a charter had consented to defer action pending further consideration of the matter and the consequent revision of the bylaws.

The chairman called attention to the need of applicants completing the requirements for admission, as a larger attendance at the meetings was desirable, and pointed out the extreme difficulty of securing a thesis from prominent citizens in every way eligible for membership. The opinion developed in the discussion which followed that council should exercise its discretion as to admission without thesis, in the case of those so recommended by any branch. It was announced that meetings would be held regularly on the first Monday in each month. After the business Mr. Dunnington-Grubb addressed the members on "Parks". He showed the difficulty of finding a concise definition of the word "Park" which varied from parks such as Trafalgar Square in London, England, without trees or grass, to such immense places as the Rocky Mountains park. In his opinion buildings had their place in parks, as well as other developments. Though they might destroy some natural features they were of benefit to the public for recreation and amusement. Concerning the distribution of city parks Mr. Dunnington-Grubb suggested as a useful arrangement that a park should form the boundary between two community centres. In answer to a question he said he was convinced that our towns would ultimately develop on Garden City

lines, with lands publicly controlled surrounding the cities. He laid stress on the need of a city getting possession of adequate park lands well in advance of the city's growth.

* * * *

Architects' Association Discusses Town Planning

At the Ontario Association of Architects' convention held in Hamilton on September 15-16 a luncheon meeting was devoted to town planning, the speakers being Mr. J. P. Hynes, president of the Town Planning Institute of Canada, and several of the controllers of the Hamilton City Council. An evening meeting of the same convention was addressed by Mr. Andrew Wright Crawford of the Art Jury of Philadelphia. Mr. Crawford opened with the statement "Beauty always pays. Ugliness always costs" and went on to exemplify the statement by many lantern slide illustrations. He pointed out the great gain rendered to municipalities by the joint action of town planning boards and art commissions.

* * * *

Toronto Harbour Development

It is a pleasure to include in this number a coloured plate of a section of the magnificent harbour scheme at Toronto. Visitors to Toronto who have been away for a year or two may well be bewildered by the Parisian splendour of the Sunnyside esplanade and timid authorities from other cities will do well to study the economic wisdom behind the financing of the project. These new values in land have been created by the city at the cost of the taxpayers and the city council are providing that the returns from them shall go into the city treasury and not into the pockets of speculators.

* * * *

Manchester Town Planning Exhibition

The city of Manchester, England, and 74 adjacent municipal authorities recently held an important town planning exhibition in the Manchester town hall under the auspices of the Manchester and District Joint Town Planning Advisory Council. The scope of this gathering will indicate the enormous importance that is being attached to town planning in the large industrial centres of England. A volume of the transaction is to be published which will be the most up-to-date book issued in England on modern town planning. It will be sold on this continent for \$1.35 and may be ordered from the honorary secretary, Mr. M. P. Heath, Town Hall, Manchester.

The Sausage Maker's World

"Professor Ferrero emphasized some of the consequences that have followed throughout the modern world from the concentration on production or output as the main interest of life that marked this period. One result was visible in the coarse and casual disorder of these towns. The social arts lost credit and significance because the general life of the spirit and faculties of man was subordinated to this single aim. If a man invents a good sausage-making machine, he increases his power, so far as his power depends on his contrivances; but if the effect on his mind is such that he cannot think of the world except as a place where sausages are made from morning to night he limits his power, so far as his power depends on imagination. Something like this happened to England during the Industrial Revolution. The public men of the age thought little of beauty or open spaces or wise arrangements for securing the future interests of their towns because they thought little of the art of life. The factory stood for the governing idea in their minds: the idea that society exists for the creation of material wealth. The town, with its hang-dog look, its disfiguring neglect and squalor, illustrated the degree of importance that was given to man's life outside the factory."—Manchester Guardian.

* * *

Point Grey Town Planning Bylaw

On another page of this issue will be found the text of the town planning bylaw passed by the municipality of Point Grey, the university suburb of Vancouver, August 31, 1922. It is now ten years since the social organizations of Vancouver began to petition the legislature for town planning law. They pointed out that it was becoming more and more difficult to sustain civic optimism in view of the development of slum regions, which were becoming the hiding-places of all kinds of social ills, and that they found local patriotism for the "beautiful Pacific City" taking on a hollow sound that was not good for Vancouver. From the best patriots there broke occasionally flashes of indignant satire. "Nature", said they, "has done everything for us and year by year we are wantonly tumbling her work into ugly ruin and squalor by bad city building. Soon we shall no longer be able to use the phrase 'Our beautiful city', even at city council banquets". Premier McBride promised to give the matter "grave consideration" but the years went by and nothing was done and British Columbia, that progressive province, the home of the minimum wage for women and other advanced and beneficent legislation, remained, with Quebec, one of the two pro-

vinces in Canada without town planning law. Social organizations grew tired of begging and during ten years the cause of better building languished and died and one of the greatest social evils—the drug traffic—has been found planting its seeds and bearing its evil fruit in the slums of Vancouver and carrying away an appalling wealth of young life into the grave of despair. In scores of cases Canadian parents have been shocked into the knowledge that their high-school trained boys and girls, born for sunshine, happiness and the joy of useful national work, were the degraded victims of Chinese traffickers in poisonous drugs. The building inspector has been saying: "We can do almost nothing. Our building bylaws are half a century out of date", but for a year he has been spending his private time in making better building bylaws which perhaps the city council will adopt. In nearly all cities the laws governing the structural erection of factories are up to date but the laws governing the erection of homes lamentably obsolete. If religion could turn itself to the better building of homes, where it is supposed to have its own dwelling!

The municipality of Point Grey, situated on a headland of the Pacific and commanding a magnificent panoramic view of ocean and mountain and including in its boundaries the site of the new university, has at last, under the leadership of a reeve of social vision and imagination pressed the demand for town planning law to a successful issue and has got some power to act. "Point Grey", Reeve Lembke repeats, quietly and without passion, but with a dogged resolution that is carrying his people with him, "Point Grey is a beautiful municipality in which to live and it is our desire that it should be kept as such". In Ottawa a private person is allowed to destroy the vista of a beautiful street of beautiful homes by jamming an apartment house close to the curb. This will not be done in the future in Point Grey.

But there still remains for British Columbia the urgent need of an adequate provincial town planning act and the signs are that the energy of the banded organisations now being thrown into the demand will not be as fruitless as the demands of the past.

* * *

The Way of Slums in England

"But the man who passed these laws were really polishing the life of the slum where a more ambitious policy would have put an end to it. Disregarding all that Adam Smith had taught them about taxation, they left all the land values created by the process that was driving the poor into dens and cellars to enrich private persons. So long as the growth of towns was left to the unregulated direction of private enterprise it was inevitable that the evils of

the past would return in the future in still greater volume as population grew and industry spread her chimneys farther and farther over the countryside. The real character of the problem that was set to the age was illustrated by a picture of some cottages stood in two rows, separated by little backyards, with an open sewer running the whole length. This picture was published as an illustration of dangerous and disgusting drainage. But this is not its chief significance. One would suppose that these huddled cottages, without gardens, were built in a crowded town where not an inch of space was available for amenities. Not at all. There were factories near, but the cottages were still in the open country. Clearly then, this was not, as it appeared to our ancestors, a problem merely of drainage; it was a problem of town planning, for if it was left to private enterprise to develop this district at its will these rows would spring up everywhere, and Preston would soon have another slum on her hands. This, of course, is what happened."—Manchester Guardian.

* * * *

A Friendly Visitor

At the close of the visit to Canada of the Imperial Press confederation in 1920 Mr. D. D. Leng, editor of *The Sheffield Daily Telegraph*, was asked by *The Montreal Star* for a farewell word. This was his message:

Having been here in 1885, 1909 and on two other intermediate dates, I have noted the extraordinary progress Canada has made and if I may be allowed to make a suggestion, it is that a town plan should be prepared for every village, town and city in Canada, so that future development should be on the best lines. Restrict the number of houses to the acre. Keep the works district separate from the houses of the people. Secure or ear-mark land for parks inside the city in addition to those on the outskirts. Make provision for sports-grounds, municipal golf links, tennis courts and bowling greens, before the land is taken for other purposes. In this way you will avoid the mistakes we have made in the Old Country through lack of vision, and save yourselves enormous sums of money in the future.

MEMBERSHIP

Under the present constitution there is no regulation by which an applicant can be admitted to the Town Planning Institute of Canada as Associate Member. To be admitted as Member it is necessary for the applicant to accompany his application with a thesis covering some aspect of town planning. Therefore an application which is not accompanied by a thesis can only be "approved" by the Council until such time as the thesis is sent in and has been passed upon favourably by the Board of Examiners. It is proposed to insert a clause in the revised constitution covering Associate Membership so that an application passed upon favourably may admit the applicant to the Institute as an Associate Member. In the year 1921 the following applications were approved: H. B. Pickings, Sept. 6th, Halifax; C. S. Reuben, Sept. 12th, A. S. Mathers, Oct. 24th, H. R. Dowswell, Oct. 24th, J. M. Lyle, Oct. 24th, A. J. Van Nostrand, Oct. 24th, T. B. Spreight, Oct. 24th, A. T. Ward, Oct. 24th, M. A. Stewart, Oct. 24th, F. A. Dallyn, Oct. 24th, J. B. Helme, Oct. 24th, all of Toronto. In the year 1922 the following applications were approved: J. M. de Stein, Jan. 5th, Regina; C. M. Shanly, Jan. 5th, Kenogami, Alex. Ferguson, Jan. 5th, Ottawa, A. S. Allaster, March 13th, Brockville, A. M. Kruse, March 13th, H. T. Routley, March 13th, H. H. Gibson, Nov. 11th, Toronto. During the year 1921 the following were elected to membership: J. A. Wilson, July 12th, Ottawa; J. Clark Keith, July 12th, Windsor; J. E. Underwood, July 12th, Saskatoon, W. H. Breithaupt, Sept. 6th, Kitchener; G. T. L. Sharp, Oct. 24th, Vancouver; A. E. K. Bunnell, Oct. 24th, Toronto; E. A. James, Oct. 24th, Toronto. In 1922 the following were elected to membership: C. S. Reuben, Jan. 5th, Toronto; James Govan, Jan. 5th, Toronto; R. A. Outhet, March 13th, Montreal; C. M. Shanly, March 13th, Kenogami, R. O. Wynne-Roberts, May 12th, Toronto; J. M. de Stein, May 12th, Regina; H. T. Routley, May 12th, Toronto; A. M. Kruse, Nov. 11th, Toronto; E. E. Smith, Nov. 11th, Windsor. G. H. D. Gibson, Ottawa, was elected as Honorary Associate March 13th, 1922.